

## SUBWAY CUT IN TWO ALL DAY

THROUGH TRAIN SERVICE TO BE  
RESUMED THIS MORNING.

Old Manhattan Locomotives Run Down  
and Set to Driving Steam Pumps—Men  
Faint in the Horrible Atmosphere  
—Mayor Calls on Oakley for Report.

It was not until nearly 11 o'clock last night that General Manager Hedley felt warranted in a positive announcement that the subway trains, held up by the flood from a broken water main at Forty-first street, would resume their normal operation at 2 A. M. to-day.

When this announcement was made, the water rose about four inches above the roadway from a little below Thirty-ninth street almost to Thirty-seventh street. Mr. Hedley said that so far as he had been able to determine the subway walls had been damaged very little. The third rail was intact, he said, but some of the fish plates had been burned out. Also in spots the roadway would have to be repaired.

Ten hours after the main broke Mr. Hedley made a guess that traffic would be resumed all along the line in time for the morning rush of yesterday. The water was then five feet deep in the subway near Thirty-eighth street. With old elevated railroad locomotives he brought three steam pumps on flatcars to Forty-first street and drove them with steam from the locomotive boilers, and his men dragged hoses to the deepest part of the subterranean lake. With these the water was sucked back to Forty-first street and there discharged into the sewers.

At 10 o'clock yesterday morning a measurement showed that the pool was 3½ feet deep and 450 feet long. Then Mr. Hedley stopped predicting until 5 o'clock P. M., when he came up to take a breath of air, and remarked that the water still lay seven inches above the contact rail and that he hoped to get it below the rail early in the night.

"If the third rail and the walls are all right we'll have the trains running before midnight," he said.

Trains were run all day between Wall and Fourteenth streets and between the Grand Central Station and both northern terminals. No express trains were run any hour. The guards tried to inform the folks who came downtown in the subway in the morning and who hadn't read the newspapers that there was a blockade, but they were not always heard and there was a lot of kicking from the people who were put out at the Grand Central and were obliged to pay an extra fare.

To add to the town's misery the rain began to fall before 11 o'clock and kept up all the afternoon. The open surface cars were sloppy, even in the middle of the seats. Nobody went home for luncheon and hold was the shopper who ventured downtown. It was very much like the days of the strike and the blizzard. Harlemites sat at their desks downtown and groaned at the thought of the trip home. Some of the officers left their force of half an hour earlier than usual in the afternoon so that they could reach home by bedtime. There was a general rush for home, so that at 6½ o'clock there was no crowding at the elevated stations. In fact, the elevated did not profit as much by the subway's mishap as the electric cars did.

Business was so bad on the sections of the subway that were working that the news stands shut up shop about 4½ P. M. At 5:30, the hour when the Grand Central Station is usually jammed by folks waiting for express trains, there were not two score of people.

Outside the station, at the tops of the stairs, soggy porters informed the populace that the subway would take them north only. Those who went downstairs wished they hadn't. The temperature approximated 100 degrees. The steam was almost as thick as it would be in the steam room so that the air reeked with gas. Men staggered about, almost suffocated, lugging hoses into the tunnel, whence came the chugging of the engines that were pumping water.

The agents and ticket choppers were sick, every one of them. In the afternoon a system was arranged by which these employees were relieved as often as possible in the morning no such arrangement had been made, and half a dozen of the employees fainted at their posts.

Through this fierce atmosphere the few passengers ran, seeking the northern end of the platform that they might be as far away as possible from the heat and coal gas. Incoming passengers ran up the stairs and got to the street as fast as they could, not even pausing to ask when the flood would be over. The heat and stench mounted even to the upper pavement, and passengers gave a wide berth to the mouths of the kiosks.

Hedley was everywhere, in the tunnel and out. His coat was off, and he was dripping. Supt. Merritt was with him, and he looked as if he had been in the water. Hedley had had a wink of sleep since the trouble began. They had worked to do all the time. Even when Hedley came to the surface to save himself from prostration he began tugging at the hose which supplied water to the engines from the hydrant in Forty-second street. It was kinked around a fence, and the workmen were wondering why water wouldn't flow through it.

In the flooded subway dozens of workmen—as many, in fact, as could work well in the limited space—were fussing with the hose and trying to clear out the sewer holes clogged with the mud and refuse of the street. The flood had come into the subway through these holes, but would not leave by them. The sewers were too small to carry off the deluge from the broken water main. Hedley said that there would have been no flooded subway.

Chief Engineer Deyo entered the tunnel at 3 P. M. and began a careful examination of the side walls. Mr. Hedley would say nothing to him as to what Mr. Deyo learned, except to remark that the trains would not run until it was known that the walls were safe. Another Interborough official said late in the afternoon that he was satisfied that the walls were all right, and as for the road bed, it could not have been harmed, being built of two feet of concrete on solid rock.

Chief Engineer Rice of the Rapid Transit Commission, who made a partial investigation, said that the water did not come down into the subway, but up into it at

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## ODELL O. K.'S HIGGINS

And Will Now Settle in Town to Cipher on the Municipal Campaign.

Chairman Odell of the Republican State committee came down from Newburgh yesterday and saw several local and State leaders. Among them were Secretary of State O'Brien and Michael J. Dady. There is a floating report that Col. Mike hopes to be named as the fifth member of the State Railroad Commission, but if that was the purpose of a rather long conference he had with Mr. Odell neither would admit it.

Mr. Odell went back to Newburgh, but he will be in town again to-day and has arranged to meet Senator Raines and Speaker Nixon. "Since I have been away," said Mr. Odell, "I have lost track to some extent of the way things have been going and I am anxious to meet as many leaders as possible in the next week or two in order to learn how matters stand and to get pointers which will help along the making of plans for the coming municipal election."

He said that Gov. Higgins's administration was giving satisfaction to the Republican organization and that organization men could find no fault with the appointments Mr. Higgins had made on the State Gas and Railroad commissions.

From now on Mr. Odell will remain almost entirely in this city for the purpose of planning the preliminary work of the coming campaign.

## INSPECTOR DICKSON SUSPENDED.

Said to Have Let Get-Rich-Quick Men Prosper by His Delay.

PHILADELPHIA, June 12.—Warren W. Dickson, chief post office inspector in this city, has been suspended pending an investigation into his conduct of the office. For several weeks Inspectors Ryan and Cortelyou have been looking into Dickson's management. Advice from Washington to-night said that he would probably be dismissed, but that there would be no criminal charges, as all such were outlawed by lapse of time.

Chief Dickson's suspension is directly due to the recent investigation by the inspectors into the get-rich-quick schemes in this city. The Department at Washington is said to have become convinced that Dickson did not report his former investigations into these concerns to Washington in as prompt a manner as the regulations required. This irregularity is said to have permitted the get-rich-quick concerns to prosper here.

Chief Dickson was also responsible for the action of his subordinate, George W. Holden, who was suspended recently because of his acceptance of a loan of \$1,100 from the head of the Storey Cotton Company when he was investigating that concern.

Inspector Albert E. Furness is in temporary charge of the local office. Should Dickson be permanently removed, he will probably be succeeded by Inspector Cortelyou, who is Postmaster-General Cortelyou's brother.

## ITALIAN NAVY FRAUDS.

Commission Said to Have Discovered That Several Ships Are Useless.

SPECIAL CABLE DISPATCH TO THE SUN. MILAN, June 12.—The Rome correspondent of the Sun says that the bureau of the commission of inquiry into shipbuilding has revealed frauds in the construction of the battleships Emanuele Filiberto, Regina Margherita, Regina Elena and other ships. Special charges are made against the Terni Steel Works. Sham firing tests of the armor plates and similar offenses are alleged, and there are hints of yet graver offenses. The commission draws the conclusion that the ships would collapse in the moment of action.

## EXILED FROM SANTO DOMINGO.

Gen. Deschamps Sent to Turk's Islands—Followers Released.

SPECIAL CABLE DISPATCH TO THE SUN. SANTO DOMINGO, June 12.—Gen. Deschamps, who with seventeen other political exiles landed at Monte Cristi on June 4, and was arrested at once, with all his party has been banished to Turk's Islands, a small group about 110 miles north of the capital, Gen. Barba and the others were released. There was no uprising on behalf of Gen. Deschamps.

Rear Admiral Bradford is at Monte Cristi. M. M. Langhorne, who is acting Minister during the absence of Minister Dawson, is here.

## TWENTY MOTHERS JAILED.

Fire Escape Obstructors Locked Up With Their Children—Others Fined \$5.

About forty women were summoned to the Essex Market police court yesterday on complaint of the police of the Eldridge street station that they allowed the fire escape to be obstructed. About half of them carried infants in their arms and had assorted sizes of children clinging to their dresses. The court room soon resembled the playground of a school.

Magistrate Cornell caused consternation by ordering complaints taken.

"You women came to this court with your children," he said, "and the idea of exciting sympathy from the Magistrate, but don't care. I will fine all of you \$5 this time, and if you come before me again I will make the fine \$10."

Then there was great howl in the court room. Many of the women wrung their hands and tore their hair, and the children joined in the chorus. About twenty women paid their fines, and they walked louder than the others.

The rest of the women were committed to the Essex Market prison and their children went along with them and were allowed to play around the corridors. None of the women was locked in a cell; they all stayed in the corridor with their children, but they were locked in from the office of the prison.

## 1,800 CHILDREN IN PERIL.

But Effective Fire Drill Averts the Slightest Panic.

About half an hour after the opening of the morning session yesterday in Public School 15, at State and Schermerhorn streets, Brooklyn, there was a fire in the cellar, caused by ignition of a leak in the gas pipes. Miss Ida McMahon, teacher in Room 3, directly over the cellar, smelt smoke and promptly but quietly sent a boy to notify Principal Sherman that there was a fire in the cellar.

Mr. Sherman immediately sounded the fire drill bell three times and the result was that within two minutes the children were marched in an orderly manner from all parts of the building to the sidewalk, the school being emptied even before the arrival of Engine 126 from its station in State street, a couple of blocks distant.

The firemen quickly put out the blaze with small extinguishers and on their departure the children were marched back to the class rooms and studies were resumed.

## STOLE \$120,455 IN STOCKS,

BUT COL. COMSTOCK'S THIEF WILL GIVE 'EM UP EASY.

Sneaked Them From Beneath the Bostonian's Pillow on a Fall River Boat—Now Wires That He Prefers a Few Hundred in Cash—Comstock's Willing.

Boston, June 12.—When Col. Henry W. Comstock of Boston, a mining expert, reached Fall River on the steamboat Puritan this morning he discovered that he had been robbed of \$120,455 worth of negotiable securities. This afternoon he learned that he could recover the lost papers on payment of a few hundred dollars to the thief.

The property stolen had been turned over to Col. Comstock in payment for a gold mine which he had been to New York to dispose of. For six months he had been negotiating with "Colorado" men for the sale of the mine and last week he was in New York for the purpose of consummating the transaction. He stopped at the Broadway Central Hotel, occupying the suite which has always been reserved for him on his frequent visits there.

He met the persons to whom he intended to sell the mine at the hotel on Friday afternoon and there talked with them in the lobby. During the conversation he noticed a man hanging about in the lobby of the hotel. It is supposed that he overheard enough of the conversation to understand what it was about and that he was led to believe that the sale was to be made in currency.

On Saturday the persons to whom the mine was sold met the Colonel in his suite and the transaction was completed, the securities which he received in payment being at once deposited in the hotel safe, while he made a trip to Poughkeepsie to visit his daughter, a student at Vassar. He remembers distinctly seeing the man who was in the lobby of the hotel on the afternoon previous pass down the car aisle and eye him keenly. Col. Comstock describes him as about 35 years old, 5 feet 10 inches in height, with a heavy black mustache.

On Sunday night Col. Comstock took the Fall River boat Puritan. Going to his outside stateroom, he tucked the securities underneath the pillow. He did not see the man whom he had recognized the day before aboard the boat, but is inclined to believe that it was a confederate who shadowed him aboard the steamer and did the job. He does not believe any of the steamboat people are implicated.

On reaching Fall River this morning he discovered that some one had entered the room during the night, presumably through the window, and had taken the securities and also his pocketbook, which was in his clothes. Col. Comstock telegraphed to New York to the parties with whom the sale had been made, and they, having the numbers of the securities, stopped their negotiation. The papers were all certificates of stock in various railroads with the exception of two, which were for Steel preferred.

This afternoon Col. Comstock received a despatch from New York saying that the mine purchasers had received a message from the thief, in which he offered to relinquish the securities for a few hundred dollars, evidently being satisfied that he cannot dispose of them. Col. Comstock has wired to New York to make the deal with the man. He is in too poor health, he says, to prosecute the man, and he considers this an easier way out of the difficulty than to give bond to the various companies who have issued the stock and to obtain the issue of new securities. Once he gets his property back he will drop the case, he says, and there will be no prosecution unless the police see fit to conduct such alone.

## THEIR KILKENNY CASTLE.

Some Reasons Why Architect Haydel Didn't Build It for the Howard Goulds.

MINKOLA, L. I., June 12.—The case of Architect Abner J. Haydel against Howard Gould was called to-day for trial in the Supreme Court of Nassau County before Justice Keogh. Haydel is suing to recover \$54,742 which he declares is for commissions due him for plans which he drew up for the castle, a facsimile of Kilkenny, that Mr. Gould was to erect on his estate at Sands Point. Mr. Gould was courted by her husband, both coming over from Sands Point in their automobile. Mr. Haydel contends that he received the order to begin the plans for the castle in January, 1901, and that nearly six months was consumed in completing the nineteen different sets. Haydel declares that he employed six men to make large drawings for a number of weeks and that late in June the plans for Castleguard were completed and signed.

There was a conference between the architect, builders and Mr. and Mrs. Gould at the Waldorf. Mrs. Gould, the architect said, wished some changes made. Haydel says a disagreement arose, and Mrs. Gould threatened to have the architect removed from the hotel. Then he left. Later the Goulds sent for Haydel to again come to the hotel. This he refused to do, but offered to meet the Goulds at his office, 105 Fifth avenue.

Haydel said that when he took his plans to the Waldorf to Mrs. Gould she insisted that he must make three separate sets. This he refused to do, saying that they were too expensive. Mrs. Gould then, "and in a fearful rage," said Haydel, "got, pointing to the door of her room, said, 'You damned architect, do you see that door? Well, if you don't get out, I will have you put out.' And with this she rang a bell for a tell-boy. I then stepped out of the room and asked what would be their pleasure. The answer was, 'You be here next Tuesday morning at 8 o'clock.'"

The afternoon session of the trial was taken up with reading letters that had been exchanged between the Goulds and Architect Haydel. Many drawings and papers were also submitted.

The case will be continued.

Insist upon having Burnett's Vanilla.—Ad.

See announcement in daily papers of regular summer campaign of time by the New York Central Lines, taking effect Sunday, June 18.—Ad.

## MONT PELEE ACTIVE AGAIN.

Reports From Martinique That the Volcano Is in Eruption.

SPECIAL CABLE DISPATCH TO THE SUN. FORT DE FRANCE, Martinique, June 12.—Mont Pelee is showing signs of increasing activity, dense clouds of smoke and showers of cinders being ejected from time to time. On June 8 the volcano emitted flames and smoke to an alarming degree and a rain of cinders descended over the area devastated by the eruption of May, 1902, some falling over the village of La Prechere, which is on the extreme edge of the area.

The volcano remained quiet until the night of June 10, when more flames were seen and clouds of smoke swept over the White River Valley, with a strong morning breeze the dome collapsed and an overflow of mud swept into the valley.

## CAPT. KIRKMAN CONVICTED.

The Second Court-Martial Recommends His Dismissal From the Army.

OMAHA, Neb., June 12.—Capt. George W. Kirkman of the Twenty-fifth Infantry, stationed at Fort Niobrara, Neb., has been found guilty of "conduct unbecoming an officer and a gentleman" by the second court-martial assembled by the War Department to sit in judgment upon him. Advice received here from the War Department says that the court-martial found by the court-martial and the sentence it recommends, and that besides being dismissed in disgrace from the army, the convicted officer will serve a term in the penitentiary.

One of the charges preferred against him was that of desertion. Others involved him with the suicide of the wife of Lieut. Louis B. Chandler at the Paxton Hotel in this city last March.

## PASTOR'S HANDS BURNED.

Rev. Mr. Goodhue Helps Put Out Fire in Ascension Baptist Church.

There was a small fire in the Ascension Baptist Church, in East 100th street, last night, and while trying to put it out the pastor, the Rev. Isaac N. Goodhue, had his hands badly burned. The fire was caused by an overheated furnace in which the pastor and members of the congregation had been destroying flimsy decorations left over from an entertainment for the school children on Sunday night.

While the engines were on the way to the fire the minister and his assistants practically put it out. The fire was in the basement, which was damaged about \$100.

## GIANT EXPLOSION UNDER WATER.

Sixteen and a Half Tons of Zeignite and Blasting Gelatin Set Off.

SPECIAL CABLE DISPATCH TO THE SUN. CAIRO, Egypt, June 12.—The world's record in submarine explosions has been made at Alexandria, where a consignment of explosives from Nobel's Glasgow works, being shipped to Cairo in native boats. One of the boats, on which was sixteen and one-half tons of explosives, was wrecked. The explosives were salvaged and taken to Aboukir.

Owing to contact with the water, the explosives had generated gases which made them a public danger. So it was conveyed to a quayside of a mile out into the bay from Aboukir Port off Nelson's Island and sunk in fifteen feet of water. Then it was exploded by electricity.

The sea was perfectly calm, when of a sudden there was a tremendous upheaval of water. The sea became a churning mass for a great distance around and a waterspout of gigantic height arose toward the sky, shining on the water like a giant's hand. The water was so high that it appeared as if it were a giant's hand reaching down and produced a wonderful effect.

The rising water lasted nearly two minutes. It was estimated by a technical spectator that the waterspout attained a height of 2,000 feet and that its base was 200 feet in diameter.

The explosives consisted of six and one-half tons of zeignite and ten tons of blasting gelatin, which contains 90 per cent. of nitroglycerin.

## STANDARD OIL CHECKS FORGED.

The Indiana Oil Field Flooded With Them—Forgeries May Reach \$100,000.

MARION, Ind., June 12.—A check swindle has developed in the local oil field which may assume large proportions. F. S. Davis, treasurer of the Standard Oil Company, arrived here yesterday from Oil City, Pa., and with President Reasoner of the First National Bank examined several checks drawn by the First National Bank for local merchants, who had first cashed and then endorsed them. Checks amounting to \$1,000, and ranging in amount from \$600 up to \$1,000, and checks on the Standard Oil Company and those in transit will no doubt bring the total up to several thousand dollars. The blank checks are said to have been obtained from the American Safety Paper Company and are exact reproductions of the Standard Oil checks. It is thought that the forgeries will amount to \$100,000 or more.

The forgery was not discovered until the checks began arriving in the New York office of the Standard Oil Company. The oil fields to protect the bankers and merchants. It is said that checks are coming into New York from the Pennsylvania, Indiana and Indiana oil fields, and it is impossible to estimate at this time the total amount. Local merchants have always cashed the checks without hesitation, and several of them will be losers.

The checks passed through the National City Bank of New York, and therefore were not discovered until the May payroll was checked up at Oil City, Pa. The checks were printed on peculiar paper, of which only three firms have the secret, and bear the signature of F. C. Bates, treasurer of the oil company.

## GOT 37 NAMES IN A STABLE.

Man of 32 Jumped Out of Window When Cops Made Poolroom Raid.

Inspector Walsh and Capt. Hussey of the East Twenty-second street station with a squad of detectives swooped down yesterday afternoon upon a stable at 154 East Twenty-fifth street which they suspected was a poolroom in its second story. As the attacking party advanced over a one story roof in the rear the alarm was given inside and a grand rush was made for a steep, narrow stairway. Detectives Bogard and McCarthy, who were in the place, grabbed two men, while a third, who was accused of being the sheetwriter, jumped through a second story window, despite his twenty years. He dropped into the arms of Inspector Walsh.

After the names of the thirty-seven men had been taken the three prisoners were hauled to the station house, along with a telephone and some racing charts. Two gave phony names. The police said that the window jumper was George C. Stewart, 72 years old, a veteran newsdealer.

## DEATH AT TROLLEY CROSSING

JOCKEY MICHAELS'S SISTER KILLED AND MOTHER HURT.

Outfit of Simon Michaels, Who Sells Things at Gravesend Track, Stranded by Car While Homeward Bound—Thrown Out With Wife and Three Daughters.

Simon Michaels, who has the fruit and peanut concession at all the local racetracks and is the father of Harry Michaels, the jockey, closed up his stands at the Gravesend track after the last race yesterday, got his three daughters and wife together and then started for their home at Homecrest, a mile and a half from the track. Michaels and his family drove to the track every day in a delivery wagon in which they carried the day's supply of fruit and other eatables they sell at the track.

Michael's wife, aged 40; Essie, 20 years old; Sara, 22 years old, and Sadie, 20 years old, the three daughters, are as well known to racetrack followers as either Simon or his son, the jockey. Mrs. Michaels and her daughters have been the chief aids of Michaels ever since he began to do business at the racetracks. With their help he has built up a fortune.

Business wasn't good at the track yesterday, because the crowd was not so large as usual, but that didn't affect the spirits of the Michaels family. They went from the track laughing and joking with the other late stagers. Michaels drove, and his wife and daughters sat in the body of the covered wagon.

At Avenue U and Coney Island avenue Michaels didn't hesitate to cross when he saw a trolley approaching, bound for the island. All cars are supposed to stop at this crossing, and Michaels supposed that the approaching car would do so. It was going swiftly, as the cars all do along Coney Island avenue, and as Michaels drove on to the track the motorman began to make frantic efforts to stop. If he put on the brake it did not decrease the speed of the car to any appreciable extent. The car hit both the horse and the wagon.

The horse was killed outright and separated from the wagon, which was broken in two, and the five occupants were thrown into the roadway. Sadie Michaels was thrown the farthest. Michaels and the rest of the family lay stunned and unconscious when they fell.

Near where the accident occurred is the home of Mrs. James Blute, who was entertaining friends at dinner when she heard the crash and the screams that followed it. She and her guests ran out to the roadway to do what they could for the injured. The conductor and the motorman of the car and its three passengers got to work and picked up the Michaelses and laid them aside by the side of the grass. They were all in bad shape but the father.

No time was lost in telephoning to Coney Island for an ambulance, and it arrived quickly with Dr. Clark. He looked over the injured and said that Sadie Michaels could not live. Her spine was broken and her skull fractured. She died twenty-five minutes after the ambulance arrived. Michaels's arms were fractured and she had many cuts and contusions. She regained consciousness after she was put into the ambulance, but her condition was such that she was not told of her daughter's death. Essie Michaels's right leg was broken and Sara received internal injuries. The father was bruised. He went to the hospital with his wife and two daughters. The dead girl's body was left lying where she died until Coroner Williams gave a permit for its removal. Michaels and his two daughters insisted that the mother be kept in ignorance of what had occurred until she showed some improvement.

The accident brought out the reserves of the Sheepshead Bay station. William Hansen of 85 Lynch street, Brooklyn, was the motorman of the car and the conductor was James J. Wall of 197 Franklin street, Brooklyn. Hansen said he tried to stop the car on the right side of the crossing, as he knew he should have done, but that he failed, as the rails were wet and slippery and the brake of the car didn't seem to work properly. Hansen and the conductor were locked up.

## NEW WARRANT FOR MIDDLETON.

Woman and 2 Men Pled Up Realty Corporation Effects—Surprise Promised.

Willoughby Middleton, the missing president of the New York Realty Corporation, who is believed to have secured a million dollars in insurance money on his life just before his disappearance, is eagerly sought by the detectives of District Attorney Jerome's staff. There is a warrant out against him on the charge of grand larceny.

Magistrate Wahl issued it yesterday in the Tombs police court on the complaint of Murdoch F. Campbell of 126 West Nineteenth street.

The complaint charges Middleton with the larceny of \$500 which Mr. Campbell swore he paid him on May 10, last, for lot No. 30 on Chatterton avenue, near Washington avenue, White Plains. Middleton gave him a deed for the premises. Attached to the complaint is the affidavit of Cornelius Donovan of 10 School street, White Plains, to the effect that the land is his property.

The first warrant for the arrest of Middleton, also issued by Magistrate Wahl, last week, was on the complaint of Samuel Kronberg, Mme. Calvé's manager, who asserts that he paid Middleton \$1,850 for three lots in White Plains to which Middleton had no title.

The office of the New York Realty Corporation, according to the lettering on the door, is also the office of the Realty Guaranty Corporation and the Manhattan Contracting Company. The names of Herbert Richmond and William Wessel also appear on the door. Many people with long faces called there yesterday to inquire after Middleton. The office closed early in the afternoon. But about 7 o'clock William Wessel called a woman who denied being Mrs. Herman Bolte, but who was remarkably like published pictures of that lady, were in the office with another man busy talking to a woman who denied being Mrs. Bolte. The man declined to say anything, but the woman said that the firm had put all its papers in the hands of a lawyer, who would have a statement of the most surprising nature to issue touching Middleton.

"But," said she, "don't bring the names of innocent people into another man's wrongdoing."

Like Finding It.

James F. Meehan, the man who didn't find a box full of gold coin in The Bronx to pay his creditors with, obtained a discharge in bankruptcy yesterday. Liabilities, \$65,887.

## TROOPS KILL RUSSIAN JEWS.

Rioting at Breslitz—24 Dead and 88 Wounded.

SPECIAL CABLE DISPATCH TO THE SUN. WARSAW, June 12.—An anti-Jewish riot has been going on at Breslitz since noon yesterday. A whole street of shops in the Jewish quarter has been wrecked. Troops fired volleys into the rioters, killing twenty-four and wounding thirty-eight, most of whom were Jews.

Soldiers are patrolling the streets to prevent people from entering the ruins of Jewish houses. The Jews used revolvers in self-defense.

## CANFIELD QUILTS NEWPORT.

His Gambling House There Sold to David W. Bucklin and William S. Coe.

NEWPORT, R. I., June 12.—Richard A. Canfield, who for years has conducted a gambling house in Newport, has retired from the business and hereafter will have no connection with the Newport establishment which for years has been looked upon as the most exclusive and fashionable resort of its kind in the United States.

The deeds of the property were filed in the City Hall to-day, and the new owners are David W. Bucklin and William S. Coe, who will continue the business which Canfield established. The consideration is not mentioned in the deed, but the property is taxed for \$20,000.

## MISS ROOSEVELT GOES HOME.

Drives Five Miles Out of Cincinnati to Avoid the Curious.

CINCINNATI, Ohio, June 12.—Miss Alice Roosevelt left for Washington at 4:50 P. M. to-day, after a ten day visit with Mrs. Buckner Wallingford. In order to avoid the crowd at the Pennsylvania station, she took the train at Torrence Road, five miles out of the city. She rode in the train with Congressman Nicholas Longworth, Mrs. Wallingford's brother. Her maid with several pieces of baggage rode ahead in one of the Longworth carriages, while a mounted policeman brought up the rear.

Miss Roosevelt and Mr. Longworth reached the station fifteen minutes before train time and while waiting for it seated themselves on a pile of lumber, where they were soon surrounded by about a hundred children of all ages, sizes and colors, who gathered from various parts of the neighborhood to catch a glimpse of the President's daughter.

## MINIMUM POLICE PENALTIES.

Delinquent Cops Will Know What to Expect Hereafter.

Commissioner McAdoo announced yesterday that he had established minimum penalties for delinquent policemen. Hereafter the penalties have been called for in the judgment of the trial commissioner. In future the minimum penalty for a cop found in a liquor